



U.S. Department of Transportation
Federal Highway Administration

Federal Funding Opportunities for Idle-Reduction Projects

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U.S. DOT-FHWA

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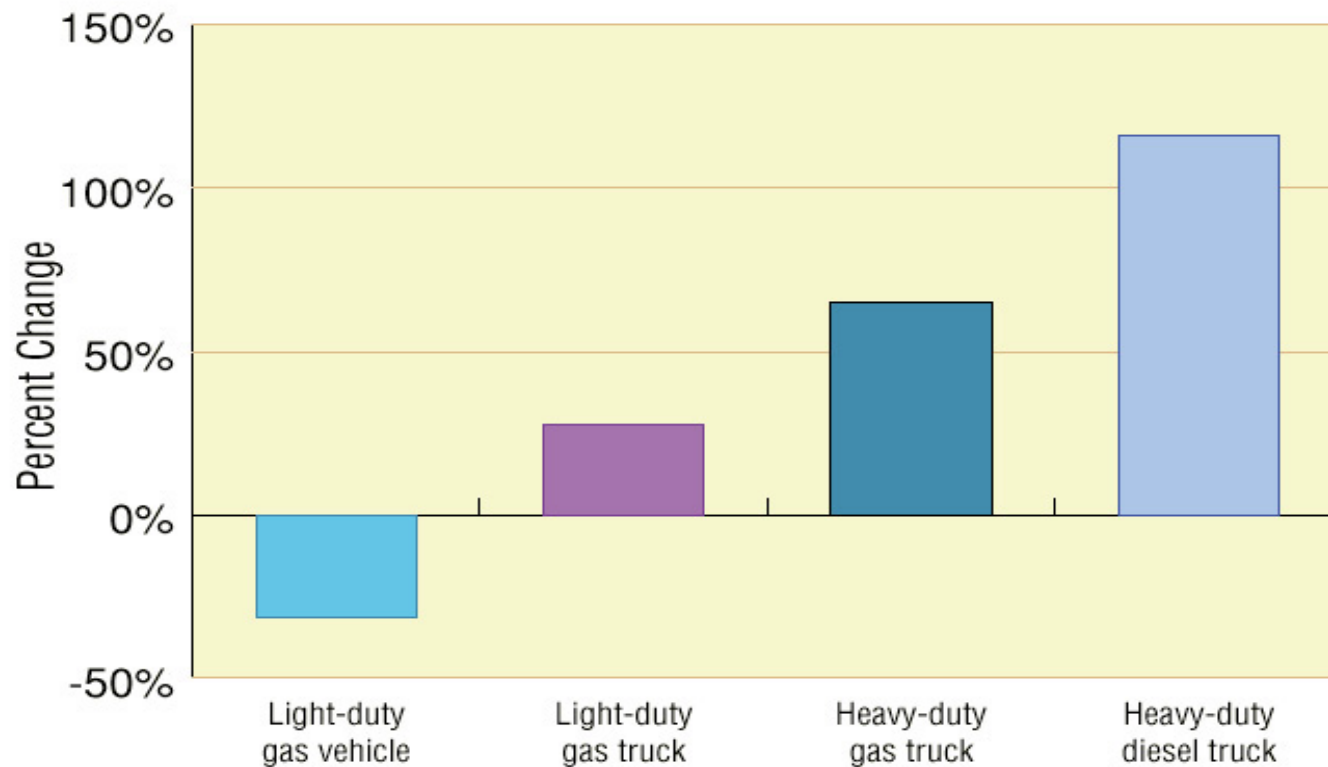
**National Clean Cities Conference
Ft. Lauderdale, FL**

Why Does DOT Care?

- Air Quality
 - Increasing NOx emissions from HDDVs
 - New ozone and fine particulate standards
 - Greenhouse gas emissions
 - Air toxics
- Energy Use and Congestion
 - Transportation energy use trends
 - Growth in freight movement
- Driver safety
 - New Hours of Service (HOS) rules

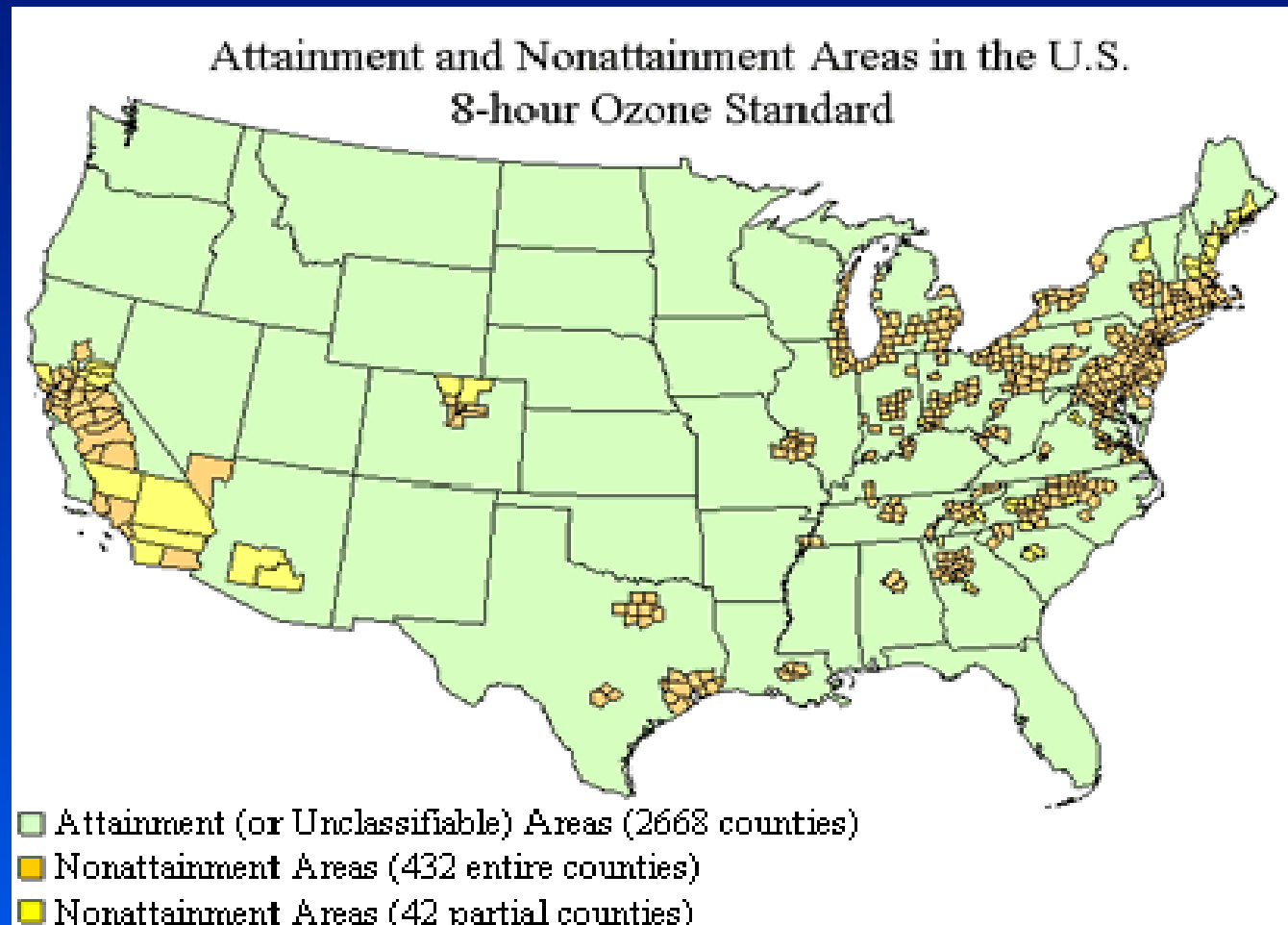
Air Quality: Emissions

Change in NO_x Emissions by Vehicle Class
(1970–99)

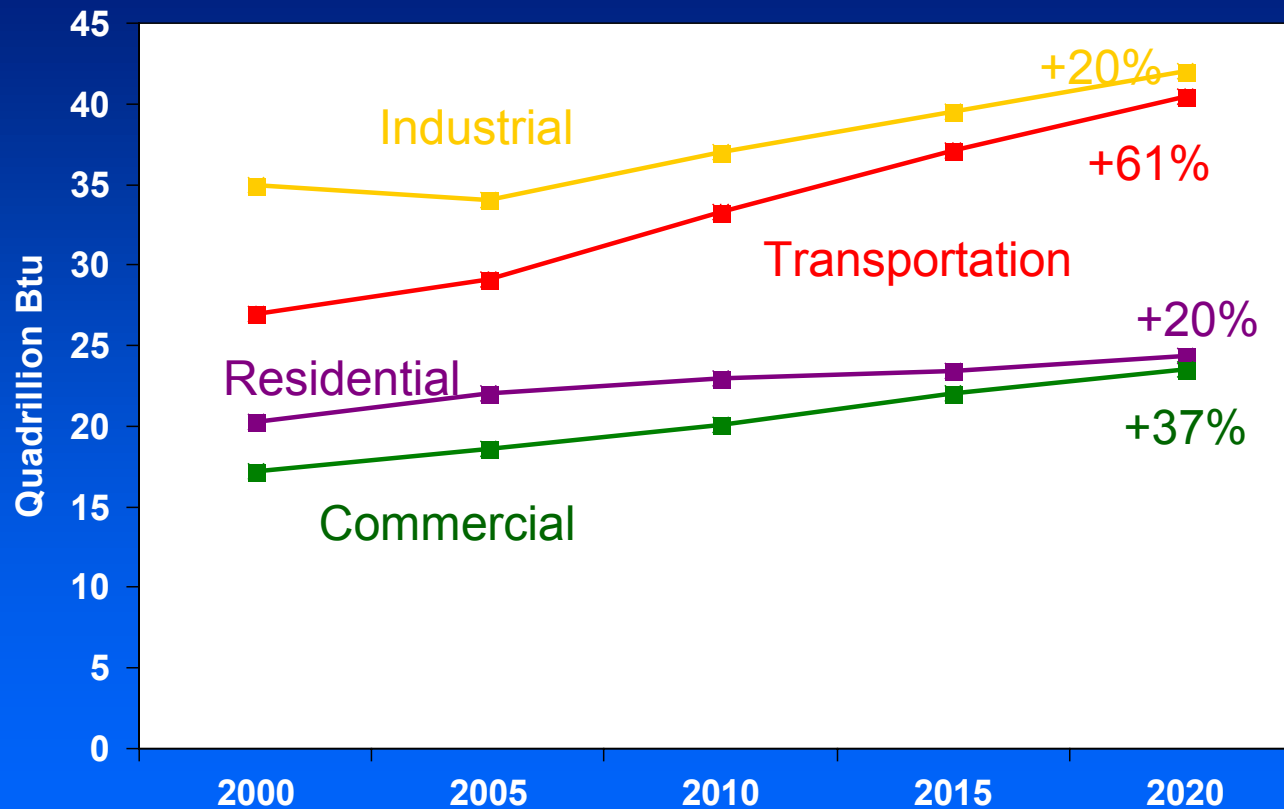


Source: U.S. Environmental Protection Agency, *Current Emissions Trends Summaries: Annual Average Emissions, All Criteria Pollutants, years including 1970, 1975, 1980, 1985, 1989, 1990–1999*, 13 June 2001. <http://www.epa.gov/ttn/chieftrends/trends99/tier3_yrsemis.pdf> (3 October 2001).

Air Quality: Ozone Nonattainment Areas



Energy: Energy Trends By Sector



Source: Energy Information Administration, Annual Energy Outlook 2003.

Truck and Rail Flows



Freight Flows by Truck: 2020 (daily truck volumes)
Federal Highway Administration

Freight Flows by Rail: 1998 (tons)
Federal Railroad Administration



DOT Funding Opportunities - CMAQ

- \$14.1 billion program under ISTEA and TEA-21
- Funds transportation projects and programs to help achieve and maintain NAAQS for Ozone, CO, and PM-10
- Apportioned to States based on:
 - population in ozone and CO nonattainment areas; and
 - severity of the air quality problem
 - all States guaranteed a 0.5% minimum apportionment
- Jointly administered by FHWA and FTA in consultation with EPA
- CMAQ Web site:
<http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm>

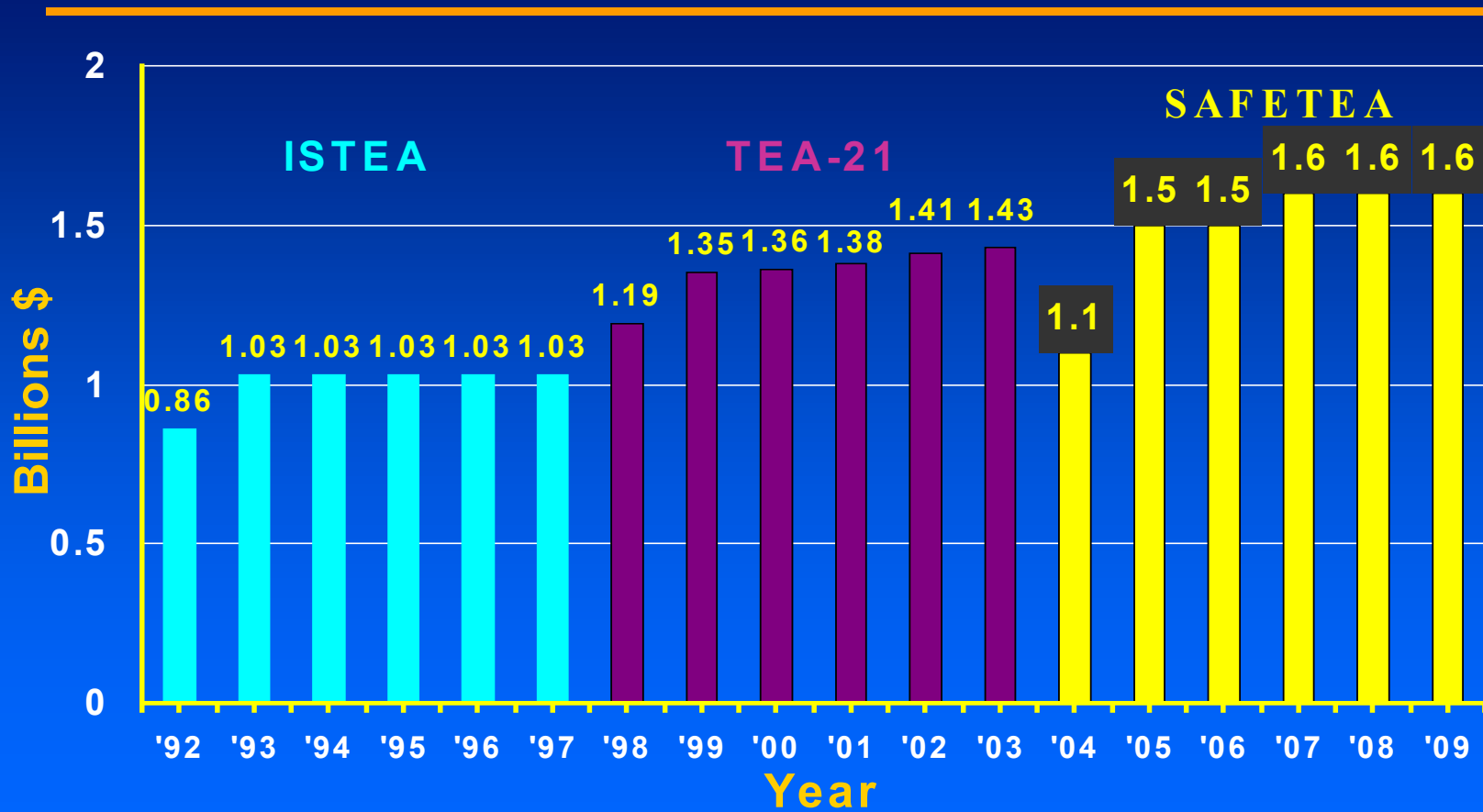
CMAQ & Idle-Reduction

- August 2003 FHWA guidance on “CMAQ Eligibility for Idle-Reduction Measures”
 - ✓ Basic Provisions
 - ✓ Current Title 23 provision – Commercial activities on the interstate system
 - ✓ Allocation of emission reductions
- CMAQ funded TSE projects to date: Hunts Point (South Bronx) NY; Knoxville, TN; El Paso, TX; Gary, IN; Birmingham, AL; and, Paulsboro, NJ

Public-Private Partnerships

- A public-private partnership is an agreement between a government agency and a non-government organization to work together to accomplish a goal which benefits both the taxpaying public and the private sector
- Partnership agreements must be carefully structured to spell out the activities and financial responsibilities of each partner, cost sharing, ownership of physical property and how public benefits are created in exchange for public funding
- 20% match is required, higher match is encouraged

CMAQ Authorization Levels



Transportation Reauthorization

- TEA-21 sunset September 30, 2003
- SAFETEA to Congress in May 2003
 - ✓ FY 2004 through FY 2009: \$256 billion for highways and transit proposed
 - ✓ \$8.9 billion for CMAQ (2004-2009) proposed
- Operating on third extension until the end of June
- Senate passed SAFETEA (S. 1072) at \$318 B
 - ✓ Language added to SAFETEA to exempt TSE services from the provisions of Section 111 of U.S.C. Title 23
- House passed TEA-LU (H.R. 3550) at \$284 B

Senate Bill 1072

SEC. 1608. IDLING REDUCTION FACILITIES IN INTERSTATE RIGHTS-OF-WAY

Section 111 of title 23, United States Code, is amended by adding at the end the following:

“(d) IDLING REDUCTION FACILITIES IN INTERSTATE RIGHTS-OF-WAY.--

“(1) IN GENERAL.--Notwithstanding subsection (a), a State may--

“(A) permit electrification or other idling reduction facilities and equipment, for use by motor vehicles used for commercial purposes, to be placed in rest and recreation areas, and in safety rest areas, constructed or located on rights-of-way of the Interstate System in the State, so long as those idling reduction measures do not--

“(i) reduce the existing number of designated truck parking spaces at any given rest or recreation area; or

“(ii) preclude the use of those spaces by trucks employing alternative idle reduction technologies; and

“(B) charge a fee, or permit the charging of a fee, for the use of those parking spaces actively providing power to a truck to reduce idling.

“(2) PURPOSE.--The exclusive purpose of the facilities described in paragraph (1) (or similar technologies) shall be to enable operators of motor vehicles used for commercial purposes--

“(A) to reduce idling of a truck while parked in the rest or recreation area; and

“(B) to use installed or other equipment specifically designed to reduce idling of a truck, or provide alternative power for supporting driver comfort, while parked.”.

Other DOT Funding

☐ Federal Credit Assistance Programs

- State Infrastructure Banks (SIBs)
 - ✓ Allows certain states to use regular Federal-aid highway apportionments to capitalize state-administered revolving funds or SIBs
 - ✓ <http://www.fhwa.dot.gov/innovativefinance/sib.htm>
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
 - ✓ Leverages Federal funds by requiring private sector participation in project financing
 - ✓ Can be used for any highway, transit or railroad project in excess of \$100 M
 - ✓ <http://tifa.fhwa.dot.gov/>

Other Federal Funding

- EPA
 - ✓ Supplemental Environmental Project (SEP)
 - ✓ Discretionary grants
- DOE
 - ✓ Idle-Reduction Technology Demonstration Plan
 - ✓ State Technologies Advancement Collaborative (STAC)
 - ✓ State Energy Program (SEP) – Special Projects